

No. 5488. 號八十八百四千五第 日一廿月五年亥乙緒光. HONGKONG, THURSDAY, 24TH JUNE, 1875. 四拜禮 號四十二百六第 港仔 (1875年6月24日)

<p>ARRIVALS.</p> <p>aa.98 FATHM LIVERPOOL. British bark.</p>	<p>TO LET.</p>	<p>NOTICE.</p>	<p>PUBLIC AUCTION.</p>	<p>NOTICE.</p>	<p>RO-SING THEATRE.</p> <p>FOR SIX PERFORMANCES.</p>
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SHING THEATRE.

[illegible]

ING of the Sharehol
ll ba held at the CITY

Hongkong, on 12th June, 1976, at Half-past 3 o'clock in the After-
 noon for the purpose of considering and pass-
 ing proposed alterations in the Articles
 of Association of the Company.
 The proposed alterations will be circulated
 to the Shareholders.
 By Order of the Board of Directors,
 P. A. DA COSTA, *Secretary*
 1976 Hongkong, 24th June, 1976.
 HONGKONG, KANTON, AND MACAO
 STEAMBOAT COMPANY, LIMITED.
 NOTICE.

ED from the 7th to the 14th, both days inclusive.

Order of the Board of Directors,
 T. A. DA COSTA,
Secretary pro tem.
 1978 Hongkong, 24th June, 1875.
 FOR BANGKOK.
 Steamship
 "DANUBE,"
 in Clanship, will be despatched for the
 Port on MONDAY, the 28th inst.
 or Freight or Passage, apply to
 YUEN FAT HONG.
 1979 Hongkong, 24th June, 1875.
 FOR BANGKOK.

"MADAGASCAR,"

Master, will have immediate despatch as
for Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 23rd June, 1875.

OR SINGAPORE AND LONDON.
The British Steamship
"TANTAR"
in Johnson, expected here from Shanghai
about 30th instant, will have immediate
despatch for the above Ports.
for Freight or Passage, apply to
GILMAN & Co.,
Agents.
HONGKONG 24th June 1875

ices to housing

SHIPMENT ATALANTA, FROM HAMBURG, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby notified that the Cargo being landed and stored at their risk into the hold of the Undersigned, whence delivery may be obtained.

Additional Cargo will be forwarded on, unless ordered for by the Consignees before 2 P.M. DAY, the 22nd Inst.

Bill of Lading will be countersigned by STEMSSEN & Co.

Hongkong, 22nd June, 1876.

B. B. NOBEN, SEN
B, FROM ANTWERP
SINGAPORE.

UNDERSIGNEDS of Cargo by the above
Steamer are hereby informed that their
Goods are being landed and stored at their risk
in the Godowns of the Undersigned, from
whose delivery may be obtained.
Business wishing to take their Goods from
the Godowns alongside the wharf are at liberty to
do so.
Additional Cargo will be forwarded, unless
notice to the contrary is given until 2 P.M. TO-
MORROW, the 22nd instant.
Goods remaining in store after the 22nd
instant will be subject to rent.
Bills of Lading will be countersigned by

Hongkong, 22nd June, 18

NOTICE TO CONSIGNEES.
INSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.
S. S. VENETIA.
CONSIGNEES of Cargo by the above-named
Vessel, from Bombay and Intermediate
Ports, and in connection with the S. S. *Indus*,
of London, are hereby notified that their
Goods are being landed and stored at their
respective wharves in the Company's Godowns at West Point,
and delivery can be obtained from this date.
Goods not delivered by the 26th instant will
be subject to Rent.

Hongkong, 19th June

NOTICE
THE BRITISH BARQUE CALGOWNIE,
FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills Lading to the Undersigned for Counter-surety, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER, ALABOR & Co.,
Agents.

1850. Hongkong, 18th June, 1875.

**PAGNIE DES MESS.
MARITIMES.**

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading the undersigned for countersignature, and immediate delivery; this Cargo has been loaded and stored at their risk and expense. To fire insurance has been effected.

C. BERTRAND,
Principal Agent.

Es "Donnai," 2nd July, 1874.
Es "Ironoudy," 11th March, 1875.
Es "Anandee," 8th May, "

Ex "Ava," 12th June,
311022 18 cases

1/12, ... 9 do.
Hongkong, 23rd June, 1875.

NOW READY. THE CHRONICLE AND DIRECTORY FOR 1876.

THIS Work, in the THIRTEENTH year of its existence, is NOW READY FOR SALE. It has been compiled and printed at the Daily Press Office, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1876" has been further augmented by a

CHRONO-LITHOGRAPH

OF A

PLAN OF VICTORIA, HONGKONG:

THE

FOREIGN SETTLEMENTS OF

SHANGHAI.

A Chrono-Lithograph Plate of the

NEW CODE OF SIGNALS IN USE AT

THE PEAK;

also of

THE VARIOUS HOUSE FLAGS

(Designed especially for the Work);

MAPS OF HONGKONG, JAPAN,

THE

SILK WORM DISTRICTS,

THE

ISLAND OF FORMOSA,

AND

THE COAST OF CHINA;

ALSO, THE

NEW CODE OF CIVIL PROCEDURE

HONGKONG;

besides other local information and statistics

calculated to be of publication, tending to

make this Work in every way suitable

for Public, Mercantile, and General Offices.

The Directory is published in two Forms,

Complete at \$5, and with the List of

Residents, Port Directors, Maps, &c.,

at \$8.

Orders for Copies may be sent to the Daily

Press Office, or to the following Agents:-

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Buenos Aires.....Messrs. J. P. DA SILVA & Co.

Canton.....Messrs. J. P. DA SILVA & Co.

Cebu.....Messrs. J. P. DA SILVA & Co.

Hankow.....Messrs. J. P. DA SILVA & Co.

Hongkong.....Messrs. J. P. DA SILVA & Co.

London.....Messrs. J. P. DA SILVA & Co.

Lyons.....Messrs. J. P. DA SILVA & Co.

Manila.....Messrs. J. P. DA SILVA & Co.

Medan.....Messrs. J. P. DA SILVA & Co.

Peking.....Messrs. J. P. DA SILVA & Co.

Rangoon.....Messrs. J. P. DA SILVA & Co.

Singapore.....Messrs. J. P. DA SILVA & Co.

Sourabaya.....Messrs. J. P. DA SILVA & Co.

Tientsin.....Messrs. J. P. DA SILVA & Co.

Yokohama.....Messrs. J. P. DA SILVA & Co.

Yongkang, 2nd January, 1876.

DEATH.

On June 23rd, suddenly, at his residence in

Queen's Road, of pulmonary apoplexy, WILLIAM

DROUGHT HARRISON, of the firm of But-

cher & Swire, aged 34.

The Daily Press

HONGKONG, JUNE 24th, 1876.

YESTERDAY we entered a protest against the

privacy with which the proceedings were

conducted at the investigation at Canton into

the circumstances attending the seizure of

the *Caribbrook*. Having demonstrated that

such a course was impolitic if not positively

illegal, we now purpose making some re-

marks on the constitution of the Court.

Implied, then, it is acknowledged in all

civilized countries as a rudimentary doctrine

in law that no man can sit in judgment over

a case in which he is in any degree pecuni-

arily interested. Not only is he held in-

eligible by law, but he is bound by the un-

written code of honour to abstain from taking

any part in a trial, even though his interest

may be trivial and indirect. Now the Hoppo

of Canton is the person who is most im-

mediately interested in the case of the *Carib-*

brook, and is therefore of all men the very

last who should be allowed to have a voice

in the decision of the Court. Yet what is

the fact? That he is actually the chief ad-

judicator, that, in fact, he has the fixing of

the penalty in his own hands. It is true

Her Majesty's Consul has a seat on the

bench, but he is there merely to watch the

case, has no voice in the judicial decision,

positions should be nearly reversed. The British Consul and a Chinese official of suitable rank and without any pecuniary interest in the case ought to be the judges in such a Court.

The difficulties that would be likely to arise from the carrying out of these Rules have been foreseen by the Hongkong Chamber of Commerce. Nor has that body failed to record its formal and emphatic protest against the constitution of the Court. So long back as the autumn of 1867, in their report for the half year then concluded, they expressed surprise that so late as 1865 Mr. WADSWORTH should have agreed to act as judge, and consent to the adjudication of cases in a Mixed Court, thereby limiting the judicial functions of British Consuls, and at the same time placing them in juxtaposition with Chinese officials, their inferiors in rank.

Anything, in however remote a degree, calculated to derogate from the rank and dignity of the British Consuls is certain to not only impair their influence with Chinese officials but also to damage our prestige and lessen our influence in China. This, of itself, is therefore a valid reason for protesting against the arrangement by which the British Consul is placed in an inferior and comparatively powerless position. What the Hongkong Chamber of Commerce asked in 1867 is needed more urgently now than further illustrations of the impolicy of the agreement have been given. What was then proposed was that the British Consul should be instructed to adjudicate in person, and be entitled to call a Court at the British Consulate, Chinese officials representing the Customs to be invited to assist in the hearing of the case. This plan would undoubtedly be more in consonance with justice, and decidedly more in accord with the dignity and rights of British Consuls. The Hongkong Chamber of Commerce has always denied the right of *employes* of the Chinese Maritime Customs to adjudicate in cases of contravention of the Revenue laws. It is, the report for 1867 says, "anything but desirable that those who are to derive a pecuniary benefit from a confiscation should sit as judges in the case." It is not only most undesirable, it is also most flagrantly unjust and improper, and it is to be hoped that the case of the *B. 13th steamer* *Clybrooke* will arouse the attention of the British Imperial Government to the anomalies and ridiculous constitution of these Courts of Inquiry. Surely the case is too palpable to need much consideration, or to give rise to doubt. It ought to be sufficient to gain the ear of the Foreign Secretary to ensure a satisfactory adjustment of this undoubted and most tangible grievance.

How is it that at present the city fire engines out such a respectable figure, and yet when need for their services arises they are found so grievously wanting? Why did the two Government engines break down at the fire on Tuesday night when their collapse might have been fatal to property of enormous value? Why is the hose so imperfect and in such bad working condition? What was the cause of the waste of water from some of the jets, and the consequent diminution of the stream playing on the buildings? Mr. MAY perhaps can answer some of these questions. He favours the community with nice periodical reports, which never fail to set forth that the engines and gear are all in a satisfactory condition. The events of Tuesday night are calculated in some measure to dissipate the calm satisfaction with which this department of the public service has hitherto been regarded. It is provoking to find we have been leaning on a broken reed. Such, however, is the fact. Had the engines given way much sooner than they did the conflagration might have spread on its destructive way without let or hindrance. The failure of the engines and hoses is due to one of two things, parsimony or negligence. We understand that it was the tubes of the boilers that gave way, and it was pointed out some time since by a gentleman qualified to judge that these portions of the engines were weak and ought to be replaced.

But the advice was neglected, and the result is apparent. The taxpayers of this colony have a right to demand that their money shall be expended in providing efficient engines and gear, not in maintaining makeshifts, which are more likely to precipitate disaster than to avert it.

The case of the Police Court yesterday were few and unimportant.

The steamer *Japan* is still on the rock, and the after compartment is full of water at the side of the hull. Efforts are being made to get her off, and the cargo forward is being discharged.

H.M.S. *Agrippa* reports that she was cruising off the East Coast of Malacca, and experienced the weather. Communicated with the village of Oum, and heard that the village had, five weeks ago, been attacked by two junks and 80 men, 18 of whom landed, burned the fort, and killed the village. The Mandarin was badly wounded, and died three days afterwards. The Chinese garrison *Thing Po* was in Oum-on creek.

We regret to announce the sudden death of Mr. W. D. Harrison, of the firm of Messrs. Butcher & Swire, which took place yesterday morning. It appears that deceased had been suffering from fever and ague for some time, but nothing was anticipated until he was found in bed early yesterday in an unconscious state. Dr. O'Brien was at once sent for, but on his arrival he pronounced life extinct. A post mortem examination was held in the afternoon by Dr. O'Brien and Dr. Wherry, when it was found that death had resulted from pulmonary apoplexy. The flag of mourning was hoisted on the vessel in respect for deceased. He was only 32 years of age. The funeral will take place to-day at 5.30 at the Protestant Cemetery.

MARINE MAGISTRATES COURT.

2nd June.

Before J. F. McEwen, Esq., Acting

MARINE MAGISTRATE.

BOAT LIFELINE.

L. B. Hobbins, master of the British steamer

1320, 1320, and 1374, with obstructing the

way of the vessel on her arrival on the 21st

inst.

At the evidence, showing they were in-

fracted, besides No. 1320 was fined \$5, No. 1374

\$2, No. 1320 was fined \$1.

P. G. Bond No. 4, charged masters of boats

1325, 1328, and 1328, with obstructing the

way of the steamer *Bonanza*, on her arrival

on the 21st inst.

At the evidence, showing they were in-

fracted, besides No. 1325 was fined \$5, No. 1328

\$2, No. 1328 was fined \$1.

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THE FIRE IN HONGKONG.

As briefly mentioned in our yesterday's issue, the fire between the line of buildings facing the *Praya* and the *Hongkong Hotel*, was thought to have been extinguished by the fire engine. A number of the police, the soldiers and the firemen, were ordered home, and the native brigades, thinking there was no more use for their services, also went for their homes, but, unfortunately, they had been deceived. It was soon discovered that the main block of premises occupied by Messrs. Russell & Co., facing the *Praya*, had caught fire at the back. Coming to the front of the house, it was with considerable difficulty that those could be got to play upon the roof, but this was soon accomplished as far as possible, and the fire was kept under control. In the morning, however, the fire broke out again, and it was soon discovered that the main block of premises occupied by Messrs. Russell & Co., facing the *Praya*, had caught fire at the back. 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BURLESQUE ACTORS AND ACTRESSES.

In every company there is the forward, look-along young woman who makes her roomy flimsy flourish like the tale of Manxmoor, who can sing a pet and slance a man, who can dance a jig and a reel, who can wear a pargled party dress—that is, a stage-party dress—for it is no Court in Europe, at least—frequently by descent ladies, would such a costume have been tolerated. This young woman must figure in every frock as Prince Arcturion and in every gown as the Countess of Arcturion, and, unbrimled, accompanied by the pargled satin tights. The wretched monotony of these characters, and the invariable repetition, of the points, show how poor and limited is the capability of burlesque. The only variety is afforded by the conventional tricks, chiefly taken from the music-halls and, indeed, many of these young ladies graduate at the music-halls and bring these stale devices in

tion form—the two parties stepping down from the front-vault grotesque steps, as if in a grandiose manner; the king and queen moving round mysteriously, and conveying the effect of doing something very droll. The programme sinks when we see this poverty-stricken burlesque beginning. There are scores of burlesques, too, where the situation is that he character goes tripping round, crossing his arms each day, not forgetting the regulation "burlesque" getting off. In one instance, the king comes in by jumping like a kangaroo. Another conventional character in the burlesque is the storming or raging king, with his queen (usually played by a comic actress); while another is the leading comic character, some *métamorphose* of "making up"—some terrible *chiffonnière* of sneaking up, sneezing, and making faces at the audience. These burlesques end, but with a Roman dress—modern dresses with a Roman hat—some such nightmare of costume in all that is required. And, of course, wholly outside the regions of art; paint, patches, and dress being hardly recognised as elements of genuine humour. These, indeed, belong to the mountebanks, and it is an unfair "poaching" on their ground. The burlesque, if it is anything more than a modern old toy and cannot succeed without its repeating its old devices. Outside these it feels insecure. Accordingly the lead characters and their old tricks are repeated in each effort with little variety. It will be said, perhaps, that though this entertainment bears the conventional name of burlesque, it is not really so, and that it is amusing only in its attempts to entertain by mimicking simply. It does not mean to do burlesque; a story in the strict sense of the term. This is the only way of defending the entertainment; but it is at the expense of its dignity, for it is thus reduced to the level of Pantomime and similar shows. When the case is thus plain, why undertake it? Is it amusement, or is it a trade? The title had better be changed forthwith. A trilling question, however, remains behind, which may interest the public, who after all is the chief party concerned—viz., whether burlesque written on the true principle would not be a far more delightful sort of entertainment—whether by following the good gods of comedy, or by imitating the true gods of tragedy. Would we know what this is, we have only to go over to Paris, or even to our partners M^r. Meilhac and Halévy, where we learn the meaning of the fun that can be extracted from a real travesty. Take for example the subject of "Blue Beard," for instance. The burlesque version is written in the most conventional fashion—the hero a sort of dancing grotesque, with a false nose, singing comic songs; his wife "dancing off," every time he utters a word of clown, and the story altogether incomprehensible. The same subject is put on the stage in Paris, but there it is travestied, treated according to the principles of genuine humor. The "Barbe Bleue" will under-stand this.... The conception of the character of Blue Beard as that of a tender, affected, and refined being, who required change, who was not in the least truculent, but only tickle, was in itself highly humorous. So, too, with the notion of the his wife—a coarse country girl, who was not a bit afraid of him. All that is amusing and comic. So that the "Grande Duchesse," the "Princesse du Trébizonde," and the "Belle Hélène," where Calista alone is simply perfect. But our burlesque actors, being wunners, require pieces of another description to be written for them.—*Gentle- man's Magazine.*

MARINE RISKS.
Policies on cargo vessels, payable either here, or London, or at the principal ports of India, Australia, and the Cape.

A BROKERAGE OF THIRTY-THREE AND ONE-HUNDRED PART CENT, will be allowed on all LOCAL RISKS.

FIRE RISKS.
Policies granted on First-class Buildings to an extent of \$250,000.

A DISCOUNT OF TWENTY AND ONE-HUNDRED PART CENT, will be allowed on all policies on cargo vessels, and on all policies on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & CO.,
Agents.

1 Hongkong, 1st January, 1874.

NORTH-BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

Insurance Companies, are prepared to
 Policies on FIRE, to the extent of 250,000
 on any Building, or on Merchandise in the same,
 at the following rates, subject to a discount of
 20 per cent.
 detached-Dwelling Houses
 removed from Town, and
 other Contents, 1 per cent. per annum.
 Other Dwelling Houses,
 removed strictly as such, and
 other Contents, 2
 Godowns, Offices,
 Shops, &c., and their Con-

SHORT PERIOD INSURANCES.
 Not exceeding ten days, 1/4 of the annual rate.
 Not exceeding one month, 1/2
 Above one month and not
 exceeding 3 months, 3/4
 Above 3 months and not
 exceeding 6 months, 1
 Above 6 months, 1 1/4
 the full annual rate.
 GILMAN & Co.,
 Agents.
 1190 Hongkong, 8th May, 1874.

**IMPERIAL FIRE INSURANCE COM-
 PANY.**
 The undersigned, Agents for the above
 Company, are prepared to grant Policies
 on Fire to the extent of £50,000 on any
 property, at the following rates:—

FIRST-CLASS RISK.
 At Current Rates.
 A RETURN OF TWENTY PER CENT. (20%)
 will be made on the premium charged on all
 Insurance, and REVENUE being payable on the
 surplus of the Policy.
 GIBB, LIVINGSTON & Co.,
 Agents,
 233 Hongkong, 16th March, 1874.

**CHINA AND JAPAN MARINE INSU-
 RANCE COMPANY.**
 NOTICE.
 A FURTHER notice, a brokerage of Thirty-three
 and one-third per cent. (33 1/3%) will be
 allowed by this Agency on risks to ports in
 CHINA, JAPAN, the PHILIPPINES, and
 the STRAITS.
 On risks to all other ports, the brokerage will
 be ten per cent. (10%) only.
 Wm. PUSTAU & Co.,
 Agents.
 131 Hongkong, 21st January, 1874.

**THE CHINA FIRE INSURANCE
 COMPANY, LIMITED.**
HEAD OFFICE—HONGKONG.
 GENROIDS at all the Treaty Ports of
 China and Japan, and at Singapore,
 Penang, and Canton.
 Risks accepted, and Policies of Insurance
 granted at the rates of Premium current at the
 above-mentioned Ports.
 No charge for Policy fees.
 JAS. B. COUGHTRY,
 Secretary.
 Hongkong, 1st November, 1871.

PHENIX FIRE INSURANCE COMPANY.
 FROM this date, until further notice, a dis-
 count of Twenty per cent. (20%) upon the
 current local rates of premia will be allowed
 on insurance effected with this Company.
 DOUGLAS LA PRAD & Co.,
 Agents.
 1192 Hongkong, 27th June, 1872.

**LONDON AND ORIENTAL STEAM
 TRANSPORT INSURANCE OFFICE.**
 137, LEADENHALL STREET, LONDON.
 ESTABLISHED 1843.
 The undersigned is authorized to accept
 risks on behalf of this Office, by First
 Class Steamers and Sailing Ships.
 A. MOLVER, Agent.
 119 Hongkong, 1st July, 1869.

Norden	N. Jensen.	Dan. st.
Norza		Brit. st.
Pardo		Brit. st.
Fanzet	A. Renning	Amer. st.
Powa		Brit. st.
Poyang		Brit. st.
Sir J. Jaegerbooy	H. M. Morris	Brit. st.
Soucrest	L. Hazen	Brit. st.
Surogon	T. Litzers	Span. st.
Wash.	T. Hersoff	Brit. st.
Yangze	T. Claus	Brit. st.
Yong-ai	J. E. Farnhard	Brit. st.
Yot-jai		Brit. st.
Yottung	J. Riedel	\$ Russian
<hr/>		
Abelleu	Olive	Free. lit.
Anna Bella	Wm. Stephon	Brit. bi.
Anne Cheshire	W. Lawrence	Brit. bi.
Bachina	T. G. Miranda	Brit. bi.
Balgavie	J. Brown	Brit. bi.
Beechton	R. Hage	Ger. bi.
Beth Saurve	Simpson	Brit. st.
Beth Sauvage		Brit. st.

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771	Wm. Fustat & Co	Shanghai
696	Kwok Ah Cheong	
825	Melchers & Co	
280	Heard & Co	
1880	H. C. & M. Stenboat Co	Snork
821	H. C. & M. Stenboat Co	Repairing
654	W. H. & Co	
654	Gibb, Livingstone & Co	Manila
174	Vogel, Hagendorf & Co	
221	Reitzel & Co	St. Shanghai
658	Siemens & Co	East Coast
658	D. Leprieux & Co	Laid up
323	Kwok Ah Cheong	
740	Adrian Hongkong and Canton between Macao and Hongkong.	
841	Wm. Fustat & Co	Manila
180	Russell & Co	
384	Russell & Co	
412	Meyer, Alabar & Co	Manila
824	V. H. & Co	
824	Meyer, Alabar & Co	
40	Melchers & Co	
89	Broadbent, A'heony & Co	

295	Arnhold, Karberg & Co	Foochow,
355	Rozario & Co	Foochow,
406	Wilder & Co	Tientsin
516	Gas Company	
447	Chinese	
1938	Order	
329	H. Kier	
354	Adamson, Bell & Co	
523	Rozario & Co	Foochow
349	Wm. Pastau & Co	Foochow,
753	H. Kier	Foochow
751	Arnhold, Karberg & Co	Tientsin
406	Meyer, Alabor & Co	
491	Order	
291	Order	
547	Chinese	
1033	Melchers & Co	
558	Siemens & Co	
872	P. M. S. S. Co.	
514	Messageries Maritimes	
1352	Chinese	
1033	Opinel, Hagedorn & Co.	San Francisco
538	Chinese	
412	Wm. Pastau & Co	Canton
706	Meyer, Alabor & Co	Malbourne,
1033	Messageries Maritimes	
572	Messageries Maritimes	
282	H. Kier	
849	Rozario & Co	San Francisco
237	Olyphant & Co	
906	Messageries Maritimes	
1023	Rozario & Co	San Francisco
829	Melchers & Co	
711	Chinese	
282	Renzold & Co	Manila
261	MacG. Heston	London
207	Order	
416	Wm. Pastau & Co	
625	Chinese	
611	Overland & Co	
380	Renzold & Co	
685	A. MacG. Heston	London
728	Opinion	
611	Tack Moe & Co	
78	Chinese	
540	Tack Moe & Co	
304	Eld. Schellhaus & Co.	Nowehwan
1072	Frazar & Co	
350	Renzold & Co	
182	Renzold & Co	Saigon
409	Melchers & Co	
261	Renzold & Co	
1100	Rozario & Co	San Francisco

THE CHINA SQUADRON.

	Captain.	Where At.
10	Captain F. H. Colman	Yokohama
20	Capt. M. Thompson	Yokohama
30	Captain T. E. Smith	Japan
40	Comdr. E. J. Church	Nagasaki
50	Comdr. Hon. Dawson	Tientsin
60	Comdr. R. Purton	Hongkong
70	Comdr. A. Briggs	Singapore
80	Comdr. O. E. Buckle	Yokohama
90	Comdr. W. Stewart	Amoy
100	Comdr. T. H. Boyce	Hongkong
110	Comdr. T. G. Jones	Foochow
120	Comdr. Th. Thompson	Hongkong
130	Comdr. Sir. W. Wise	Singapore
140	[Name, Bart]	Hongkong
150	Comdr. Grant	Hongkong
160	Captain A. Briggs	Hongkong
170	Lieut. Comdr. Paul	Kobe
180	Comdr. Singleton	Hongkong
190	Lieut. Comdr. Bullock	Hankow
200	Captain S. John	Kobe
210	Capt. J. H. Thompson	Foochow
220	Capt. F. Stirling	Singapore
230	Capt. J. E. Farish	Hongkong
240	Comdr. H. O. D. Ryder	En route to Japan

WAR IN HARBOR.

Ship.	Captain.
Guineas	Guineas

Emma Spark Tejo	Holland F. Olbrat	G B P I
August Friedrich Bentzo Lassalle Nurdoc Nawors Teich	Nielsen Wessenberg Munson Paul Lickliger Fetersch	G G H B B G

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<p><i>In port on 16th June, 1875.</i></p> <table border="1"> <tr> <td>ar. bk</td> <td>840</td> <td>C. Millins</td> </tr> <tr> <td>str. str</td> <td></td> <td>El. C. & M. Steamboat Co</td> </tr> <tr> <td>orig. g.</td> <td></td> <td></td> </tr> </table> <p><i>Sailing between Canton and Macao.</i></p>		ar. bk	840	C. Millins	str. str		El. C. & M. Steamboat Co	orig. g.												
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<p>SWATOW.</p> <p><i>In port on 18th June, 1875.</i></p> <table border="1"> <tr> <td>ar. bk</td> <td>376</td> <td>Dircks & Kruger</td> </tr> <tr> <td>ar. bk</td> <td>824</td> <td>Dircks & Kruger</td> </tr> <tr> <td>ar. bk</td> <td>473</td> <td>Ed. Hertou</td> </tr> <tr> <td>str. bk</td> <td>376</td> <td>Ed. Vincent & Co</td> </tr> <tr> <td>str. bk</td> <td>354</td> <td>Ed. Vincent & Co</td> </tr> <tr> <td>ar. bk</td> <td>369</td> <td>Dircks & Kruger</td> </tr> </table>		ar. bk	376	Dircks & Kruger	ar. bk	824	Dircks & Kruger	ar. bk	473	Ed. Hertou	str. bk	376	Ed. Vincent & Co	str. bk	354	Ed. Vincent & Co	ar. bk	369	Dircks & Kruger	<p>Chesoo Chesoo</p> <p>Newohwang</p>
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str. bk	376	Ed. Vincent & Co																		
str. bk	354	Ed. Vincent & Co																		
ar. bk	369	Dircks & Kruger																		
<p>AMOI.</p> <p><i>In port on 20th June, 1875.</i></p>																				

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